



### Looking Ahead – April 2005

#### Bridge Site

West-half approach span work:

- Complete Pier 1 crossbeam

West-half roadway widening:

- Remove existing concrete barrier
- Demolish overhang

East-half approach span work:

- Complete roll-on falsework tower erection
- Install rolling plates
- Erect girders
- Begin forming intermediate diaphragms

#### Anchor Cable Replacement

- Award contract to low bidder

#### Graving Dock Site

- Select site
- Negotiate contract changes with Kiewit-General

#### Public Information

- Complete public meetings in Port Angeles and Port Townsend
- Complete phone survey
- Collect all three-day closure preferred date questionnaires

<b>Bridge Facts</b>
<b>Bridge length:</b> 1.5 miles
<b>Original bridge:</b> Opened Aug. 12, 1961
<b>West half sunk:</b> Feb. 13, 1979
<b>West half replaced:</b> October 1982
<b>Center draw-span opening:</b> 600 feet
<b>Water depth below the bridge:</b> 80 to 340 feet
<b>Tidal swings up to:</b> 16.5 feet

This report highlights updated information regarding the Hood Canal Bridge Project. Additional information may be obtained from WSDOT's Olympic Region Communications Office at (360) 357-2789.

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For more information about the Hood Canal Bridge Project, visit the HCB web site: [www.hoodcanalbridge.com](http://www.hoodcanalbridge.com)



# Hood Canal Bridge Retrofit and East Half Replacement Project

WEST-HALF RETROFIT COMPLETION: 2005  
EAST-HALF REPLACEMENT COMPLETION GOAL: 2008

March 2005

## Building A Bridge: Community Partnerships

Hood Canal Bridge and Olympic Region staff met with Port Townsend and Port Angeles Chamber leaders on March 22, 2005, to discuss the upcoming three-day closures of the Hood Canal Bridge. Concern was voiced over the contractor's proposed closures dates because of the potential negative impact the closures could have on the Olympic Peninsula's tourism industry. It became clear that the closure dates should be reevaluated.

WSDOT, in partnership with the Chambers, will conduct a community outreach effort in the month of April to determine which closure dates will have the least impact on Olympic Peninsula residents and visitors. This process will include:

**Community Involvement:** Project staff members will work with the tourism industry, business interests, community groups, local transportation agencies, and the Peninsula Regional Transportation Planning Organization (members include a broad cross-section of community leaders and interests who are focused on transportation issues on the peninsula) to receive feedback on the closures from each of their constituent groups.

**Three-day Closure Questionnaire:** A questionnaire will be distributed through the public meetings, community partners and on the project website.

**Newspaper Ads:** Placed in *Peninsula Daily News*, *Port Townsend Leader* and *Sequim Gazette* featuring the questionnaire and publicizing open house dates.

**Open Houses:** Two open houses about the three-day closures were scheduled for Monday, April 18, at the Port Angeles City Hall and Tuesday, April 19, at the Fort Worden Commons in Port Townsend.

**Telephone Survey:** A random 400-person telephone survey of Olympic Peninsula residents will be conducted.

### The Results

WSDOT will collect and evaluate feedback and make a decision regarding preferred closure dates by May 10, 2005. If the decision is made to change the closure dates, negotiations will then begin with the contractor. Based on the contractor's latest schedule update, the Kitsap County side would close starting Friday, Aug. 5 at 8 p.m. and re-open Tuesday, Aug. 9 at 5 a.m. The Jefferson County side would close starting Friday, Aug. 26 at 8 p.m. and re-open Tuesday, Aug. 30 at 5 a.m.



## Work at the Bridge



Longitudinal stops were poured for Piers 7 and 9. Once the new approach span is rolled into place, the longitudinal stops keep the bridge from shifting to the east or to the west. These stops are unique to this project because of the technology required to complete the rollover process.



Crossbeams were completed for Piers 7, 9 and 10 for the east-half approach span. Excavation began for Pier 1 crossbeam for the west-half approach span.



The silhouette of the bridge is changing as the new columns and crossbeams for the east-half approach spans near completion.



Roll-on falsework for the new roadway deck was delivered and assembled. This falsework will hold the new approach span as it is constructed.



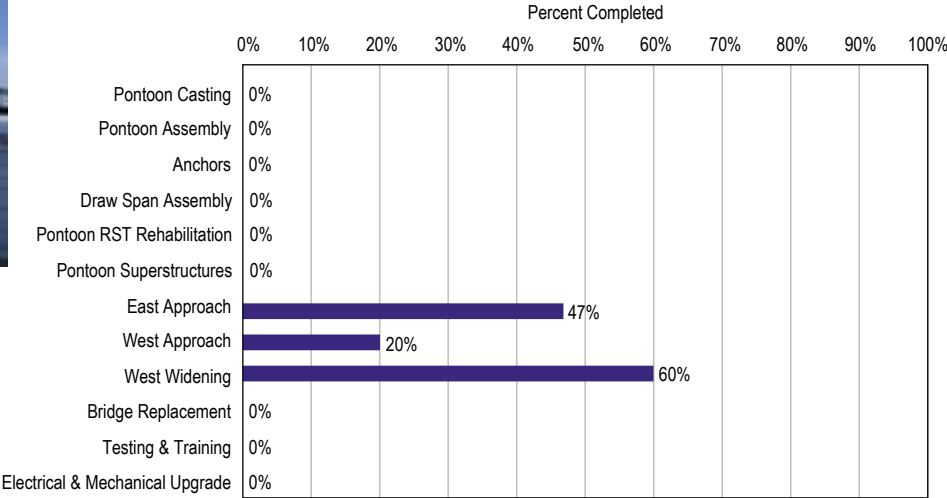
Installation of the formwork for Pier 4 crossbeam was completed.



Temporary barrier installation and restriping were completed in preparation for west-half roadway widening work. Existing street lights were removed from the north side of the roadway. North side demolition work began.

### Project Site Completion Status

Bridge Site Activity



Source: WSDOT Hood Canal Bridge office

## Major Work Items

### Anchor Cable Replacement

WSDOT opened bids to replace 16 of the 18 Hood Canal Bridge east-half anchor cables. These cables keep the bridge from floating out of alignment by securing the bridge to the underwater anchors. Two bids were received. The lowest bidder will be awarded the nearly \$3.4 million contract in April. The cables were scheduled to be replaced during the current bridge replacement and retrofit project, but delays in pontoon construction caused WSDOT officials to issue a separate contract for the work.

### Pontoon Construction

WSDOT started the design process for all three preferred sites - Mats Mats Bay north of Port Hadlock, Port of Everett South Terminal, and a combination of existing Puget Sound dry dock facilities proposed by FCB Facilities Team. This process includes meeting due diligence requirements, scoping the sites by conducting surveys and reviewing photos and researching environmental regulations.

Engineers will create preliminary designs based on the site type, size and location information collected.

Concurrently, WSDOT also began public outreach efforts, including meeting with Mats Mats community members and responding to constituents' questions.

Any consideration of other sites will be suspended until the design phase of work can be completed for the three preferred sites.

### Anchor Construction

Four options for anchor construction have been prepared for consideration: Two at Port Angeles, one at the bridge site and one at Port Gamble. WSDOT is currently evaluating the cost advantages, timelines, transport times, and environmental permitting associated with each of the alternatives.

### The End Result

The Hood Canal Bridge will have a new wider east-half floating section, new approach sections and transition trusses on the east and west ends when construction is completed. In addition, the west half will be widened to allow for continuous eight-foot shoulders across the entire length of the bridge — matching the new east half.

## Financial Picture

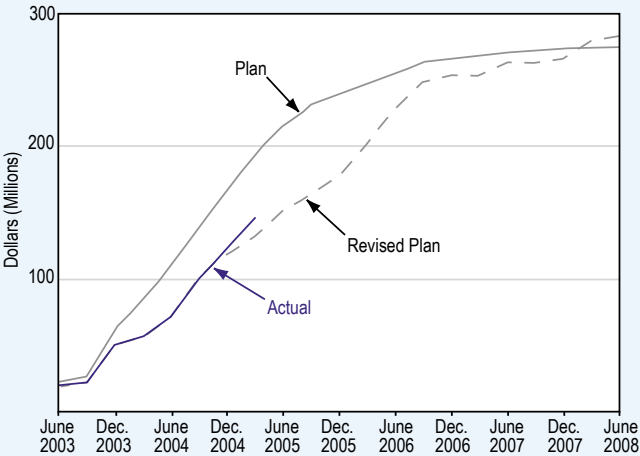
### Project Cost Summary

Expenditures as of March 2005 (in millions)

Project Cost Summary	Budgeted	Expended
Preliminary Engineering	\$ 12.4	\$ 12.1
Right-of-Way	7.7	6.9
Construction	271.9	127.1
Total	\$292.0	\$146.1

### Planned vs. Actual Expenditures

(Total Project Cost)



Source: WSDOT Hood Canal Bridge office